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By James S. Segee.

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Woodstock, September 1850.

THE HON. MEMBERS FOR ROME.

One of the members for Rome, Mr. Reynolds, "very frankly doth confess his treason" and distinctly avows that his vote has been given, and will continue to be given, not in accordance with his opinion of the intrinsic merits of a question, but solely to thwart, damage, and destroy the Ministry who has presumed to oppose the Papal pretensions. Another member for Rome had before made a declaration to the same effect; and about a score of them—for Rome has Representatives to that amount—would, by their own admission, take the bread out of the people's mouths to wreak their vengeance on a Ministry hostile to their new hierarchy. They proclaim that their conduct is governed by one principle, overriding and overruling all other considerations—the vindication of the Sovereign Pontiff's cause. Their paramount allegiance is confessedly to the Pope. If occasion arose for Ministers to assert Her Majesty's prerogative in a matter not concerning Rome, Mr. Reynolds would, according to his pledge, be found voting, "without regard to the merits of the question," against the rights of Her Majesty, as against the Ministers who have resented and resisted the Papal mandates. Upon any question of vital concern to the common weal the same course is to be taken; all the moral and civil duties being, in the minds of these gentlemen, absorbed in the religious. Their votes are for the confessional. In whatever comes before them they see nothing but their Church. "Perish the people," they have said on a bread-tax question, "so that we have our bishops." They would welcome back scarcity and want for abundance of prelates and priests.—Their one rule is to array themselves against the opponents of the Pope, and to sacrifice any temporal object for the satisfaction of their religious enmities. With the right or wrong of questions they avow they have nothing to do; they are confessedly ready to do evil, so that the good may come out of it of overthrowing those who have resisted the Papal encroachments. In one word, they are members for Rome. There is no divided allegiance in this case. The allegiance is one and indivisible—allegiance to the foreign authority, subservient the most complete to its interests, to the utter extinction of all other considerations, or to recognise them only to trample on them. The proclaimed rule of conduct is to run a muck for the Pope, striking down all that come in their way. But when this precious plan is reduced to practice, and to a regular system of mischief, how will the public be disposed to submit to its inconveniences? Will it not ask in what respects the representation of Rome is better than that of the Gattons and Sarums extinguished in Schedule A? It will observe that the boroughmongery, with all its faults, was British, while the Popish bishopmongery is foreign; and that the representation of stocks and stones was harmless, compared with that of the crooked policy and bigotry of the Vatican. It will indignantly revolt against seeing, in place of her Majesty's subjects, the Pope's devoted partisans in Parliament, boasting their disregard of right and wrong in vindicating his cause, and voting black white, and white black, to obstruct and overthrow the Government. And John Bull will at last ask why these men are there to do all this mischief in the cause of a foreign prince?—*London Examiner.*

SYNOCDICAL ACTION OF DR. WISEMAN.

The Rev. Dr. Cumming presented to a meeting held at Birmingham, the following important exposition of the nature and manner of holding a Synod, which Cardinal Wiseman will minutely follow as metropolitan:—
"After a few preliminary arrangements, prayers and readings, every prelate, priest, and other member of the Synod, then present will place his hand in those of the Cardinal, seated on his throne, and swear the oath known by the name of 'The creed of Pius IV.' As a creed, it has been repeated by perverts of the Romish faith; but it has not hitherto, under the regime of vicars apostolic, been enforced on the priests as a solemn oath."

The concluding clauses are:—

"The holy Catholic and Apostolic Church I acknowledge as the mother and mistress of all churches, and I promise to swear true obedience to the Roman pontiff, the successor of blessed Peter, Prince of the Apostles, and the Vicar of Jesus Christ. All other things delivered, defined, and declared by general councils, and chiefly by the most holy council of Trent, I unhesitatingly receive and profess; and all other things contrary thereto, and all heresies whatever, condemned, rejected, and cursed by the Church, I condemn, curse, and reject. The True Catholic faith, out of which none can be saved, which I now profess and truly hold, I promise, vow, and swear, with God's help, constantly to retain and confess to the end of my life, and to cause to be held, taught, and preached by subjects or by those the care of whom officially devolves on me, as much as I can. So help me God and these Holy Gospels."

Dr. Cumming asked if it were lawful for any one, unauthorised by the Queen, to administer oaths? Whether such a synod as this is not necessarily a sort of secret society? and whether or not the engagements at the close of this oath of fealty to a foreign Italian sovereign are compatible with loyalty to the Queen and allegiance to the laws?

The following letter, written by Mr. WIGHTMAN, we take from the *St. Andrews Standard.*

MR. EDITOR.—As there seems to be at present a good deal of discussion respecting Rail Roads, the following ideas may not be without their use. The question at issue is, whether it is most proper to construct the Halifax and Quebec or the North American and European road. We will begin with the former.

The great features of the country through which this line must pass,—its mountains run North-east and South-west. Of these there are two principle ranges, both beginning in the high lands at the head of the Chaudiere, and extending, the one near the St. Lawrence to Gaspe, and the other on a parallel range further South and terminating on the North East, upon the South west and North west branches of the Miramichi, and lower part of the Nipisquit, which rivers are formed by the drainage of this mountain.

Between these principle chains is a continuous valley in which flows the upper St. John and the Restigouche, the Bay de Chaleur occupies the lower part of the same valley. The highest ground between the St. John and Restigouche in this valley does not exceed 100 feet above the former river. The St. John turns off, at the Grand Falls, to the South, but the banks and rocks strata exhibit the appearance of a breach across the mountain range. There is in the southern range, a valley or trough, in which flows the lowermost 60 miles of the Restook, the Tobique, and the Nipisquit; and a few miles south of this another parallel valley, not so well defined indeed, as the former, but still a distinct valley, in which flows the S. W. Miramichi above Boistown, and which continues to the St. John by Brown's Portage road, as hereafter described.

The Northern ridge—that between the Saint John and Restigouche on the one side, and the St. Lawrence on the other, contains no lateral valleys of any consequence; but there is a depression across it at the Metepediac, and another at Temiscouta Lake. I think there are no good passes in the intermediate space, although such may possibly exist more to the Southwest.

It is evident that any direct line across New Brunswick towards Quebec must cross these ranges of mountains and valleys almost at right angles. Major Robinson tried and failed, and was obliged to turn them on the North, and cross the Northern ridge through the Metepediac pass. I propose to turn them on the South, to the river St. John; cross the Southern ranges by the pass of that river, and the Northern by the Temiscouta Lake, should no better occur further West. I proposed this in 1846 to Captain Pison, but he rejected it on account of its proximity to the United States frontier, as unfitting it for Military purposes in case of war, perhaps this objection may still condemn it, but it is 60 miles shorter than the Northern route and not more expensive in proportion to distance.

This description is drawn principally from my own explorations at different times. In 1837 I made a preliminary survey for the Rail Road from St. Andrews to Woodstock, having the previous year explored the country from Mars Hill to the Restock. In '37 I carried a course of levels along the Royal Road from Fredericton to the Grand Falls (100 miles,) and examined the country to the right and left; and at this time remarked the depression through the high lands at Brown's portage alluded to further on. In '39 I crossed the country twice between the Grand Falls and Bathurst, taking Barometrical measurements with reference to the Boundary exploration, and '40 was engaged in the same service between the Grand Falls and Meis. In '46 I made the reconnaissance from the Miramichi to the Upsalquich mentioned further on. Also in the winter of '47 was in the office during the time of making up the plans of the other parts of the surveys connected with the Halifax and Quebec Railroad.

One line that has been tried across the middle of New Brunswick, is from Shediac to Boistown, thence up the S. W. Miramichi, crossing a range of high lands south of the Tobique by the valley of the Wapshegan, and thence to the Restigouche at Jordan's Brook, about twenty miles below the Wagan Portage between that river and the St. John.

Another line crosses the Miramichi above Newcastle, thence by N. W. branch to the Nipisquit, then by a detour to the Eastward to the head of the middle river, and thence Westwardly towards the same point of the Restigouche. This line was carried no farther than the Upsalquich, the country then becoming impracticable. It has been adopted as far as the Nipisquit. There is yet another line which might be taken, that is, to diverge from the last mentioned at the Nipisquit, follow that river up stream to the lake, thence by a valley between mountains of fourteen hundred feet in height above their base, about two miles to the Nictor lake of the Tobique, and thence, (judging by appearance from eminences,) by a pretty direct route to the same point on the Restigouche. The valley between the Nipisquit and Tobique lakes is only about 800 feet above the sea. This route would afford good grades, but along the Nipisquit it would be expensive, and moreover through a rocky and barren country. All these routes converge to